

Paper for Consideration by CSPCWG

Temporary (T) and Preliminary (P) NM to be used with ENC

Submitted by:	France
Executive Summary:	The information contained in T and P notices to mariner (NM) must be used in conjunction with ENCs. Inconsistency in the use and distribution of these NM by HO's has been highlighted by different committees or working groups and users. Many ships are now using paperless navigation. A harmonisation of the solutions and practices is required. As CSPCWG works on chart maintenance, CSPCWG could contribute to resolve this issue.
Related Documents:	/
Related Projects:	/

Introduction / Background

Usually, T and P NM are promulgated via HO's Notices to Mariners booklets which are available as paper and most often also on HO's websites. On receipt, the information contained in T and P NM should be noted with a pencil on paper charts as they are different from NM for chart correction.

The information contained in these NM must be used in conjunction with ENCs, in whatever format it may be (ENC update, paper NM, etc...). However, inconsistency in the use and distribution of T and P NM to mariners by HO's has been highlighted by different committees or working groups (RENC/JTEWG, TSMAD, WEND,) and users.

Analysis/Discussion

Among the raised issues and lack of harmonisation are the following:

- about half of the HO's promulgate the equivalent of T and/or P NM via ENC updates, and the other half considers that mariners should refer to Notices to Mariners booklets or websites. That means that today, theoretically, ENC users must almost use as much different distribution channel as there is ENC producers.
- Translation of T and P NM into ENC updates has proven to be sometimes difficult and inappropriate. It may also introduce inappropriate additional time delay for the distribution of this type of information. In addition, the production cost should be taken into account.
- Unavailability of the information in English language globally.

Consequently, at this time, it is very difficult for ENC users to comprehend the T and P NM network and get rapid and seamless information from one region to the other. In some cases, it can also become critical for safety of navigation.

A rapid and seamless network for navigational notices also exists within the WWNWS (World Wide Navigational Warning Service: MSI, SafetyNET, NAVTEX...)

Furthermore,

- a lot of the information contained in T and P NM are previously broadcast within the WWNWS as Maritime Safety Information (MSI),
- and, there is a need to include MSI into ECDIS.

The e-navigation will require integrated system and coherent information flows. Then, if MSI will be included into ECDIS what will be the utility to translate T and P NM into ER?

During the CSPCWG 3rd meeting (November 2006), we noted that there is also a need for more precise guidance for the application of T and P NM to paper charts and the matter should be considered in relation to ENC.

More globally the matter should be considered in relation with ECDIS (not only ENC) and MSI in the e-navigation context.

Guidance and criteria for Navigational Warnings, T and P NM, permanent NM for paper charts and ENC should be harmonized and reviewed to obtain a reliable and coherent system of information according to the capacities of any

complementary media components and their evolutions (MSI in ECDIS for example).

Conclusion

The T and P NM issue concern potentially several IHO working groups (TSMAD, CSPCWG, CPRNW, CSMWG, etc) and it can't be solved in the only perimeter of one group. Studies and actions should be coordinated for users benefit and safety.

As CSPCWG works on chart maintenance and so on guidance and criteria for T and P NM and permanent NM for paper charts and as these guidance and criteria should be a part of the solution, CSPCWG is concerned.

Action Required of CSPCWG

The CSPCWG is requested to discuss the considerations submitted above and take actions as appropriate.